

GAZETTE'S NEW HOME.

The handsome New Home Now Being Erected for the Gazette.

A Scientific Structure Which Will be a Credit to the City.

In Construction and Also in Equipment Will be a Model.

A Newspaper Which is in the Year in the March of Progress.

We give on this page the first GAZETTE building which was erected in 1872, in the first year's history of the town, and another cut of the building as it appeared in 1880 when its size was more than doubled in order to meet the increasing business. An article will be found elsewhere giving some history of these old buildings. On this page also will be found the building which is now in the process of erection. The excavation has been made and the foundation is being put in. The contract for the building above the foundation will be let in a few days.

There may be before the contract is final yet some changes in the building, but the general plan of it is as follows: The building will be 50 feet front on Pike's Peak Avenue, 122 feet deep and four stories high. It is on the alley between Cascade Avenue and Union Street. There is also an alley in the rear, so that there will be light on the north, east and south. On the west side at a point 50 feet from the front the building will be 40 feet wide so that if the property west of the GAZETTE building is put into it, there will always be good light. At a point 100 feet from the front the building is still further narrowed to 35 feet. In the rear of the building there will be a boiler room which will be 8 by 35 feet, making the total depth of the building 165 feet. The building will consist of two parts, an office building in front 50 feet square and the remaining 70 feet in depth will be for the GAZETTE newspaper and job department. These two parts will be divided by a heavy brick wall. There will be a fire-proof door on each floor between the two parts of the building. The construction of the front is well indicated in the cut. It will be of stone up to the first story, the floor of which will be four feet above the level of the sidewalk. Above this, St. Louis pressed brick with a stone cap, to supply this deficiency. A portion of the old Colorado Springs experimental garden was secured for a site and a Queen Anne note was immediately built on an artistic design, of wood and gray stone, and at a cost of \$10,000. The hotel was equipped with baths, electric lights and call bells, an elevator, fire extinguishing apparatus and all the complements of a strictly first class hotel. The furniture and carpets were of the most beautiful and costly description and no expense was spared in the interior decorations. A large force of

servants was secured to the hotel and in June, 1888, the Antlers hotel was opened to the public.

The new enterprise was not a financial success for the first two or three years.

It was decided to let six offices each, arranged

in suites or each being independent of

the other as may be desirable. Seven vaults were provided, two of which will be used for safe rooms. One feature of the building which will make it particularly desirable for capitalists or those engaged in any business where there are many valuable papers are the fire-proof vaults. There will be a vault on each floor on the west side of the building and one on the first floor on the east side, making five vaults in all. Before the building is completed it may be found desirable to even increase this number, as there is considerable demand for office room where the fire-proof vaults go with it.

The rear part of the building will be in construction. The basement will be used for a press room, the first floor for job composition, the second floor for book composition, the third floor for book work connected with the library and the fourth floor for the newspaper composition room. This will give a floor to each department and provide about three times the space we now have for the business of THE GAZETTE. The floors of this part of the building will be very heavy. The floor will consist of three inch planks, with a seven-eighth inch

nailed over the cracks between the planks. Plaster will be put between these staves and over them so as to make a level surface. Over this will be pasted strong manila paper and over this will probably be placed a Georgia pine flooring, which will make a floor about five inches thick.

A sand pit will be dug out on the west side of the building, which separates the two parts of the building, to which will be attached a house for each story. As the building will be occupied the whole twenty-four hours by tenants or the employees, there is little danger of a fire getting under way so that it can be put out by the force within the building. The rear part is, as we have stated, practically fireproof. There will be a stairway in the rear as well as in the front end and the fire-proof door will be so arranged that there can be instant communication between the two parts in case of fire so that the means of exit will be simple and easy.

THE ANTLERS.

The growing popularity of Colorado Springs as a health and pleasure resort, early began to bring many people of wealth and leisure here. For many years these people were obliged to submit to considerable discomfort on account of the lack of first-class hotel accommodations. On this account many passed by here to other places less favored by nature where there were better hotels.

In 1882 the Colorado Springs Hotel company was organized with abundant capital, to supply this deficiency. A portion of the old Colorado Springs experimental garden was secured for a site and a Queen Anne note was immediately built on an artistic design, of wood and gray stone, and at a cost of \$10,000. The hotel was equipped with baths, electric lights and call bells, an elevator, fire extinguishing apparatus and all the complements of a strictly first class hotel. The furniture and carpets were

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IN THE GAZETTE.

An Interesting Story of the War.

Sergeant of the Indians.

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PIKE'S PEAK RAILWAY.

The Railway from Manitou to the
Summit of Pike's Peak.

Passenger Cars to be Drawn Above
the Clouds by Rail.

A Line Will Be Ternitit Over
14,000 Feet Above the Sea.

A Movement to Modern Engineering
Skill and Enterprise.

By the last of June next the steambants of the railway from Manitou to the summit of Pike's Peak, 14,147 feet above sea level, will be laid and powerous locomotives will be only journeying, with their loads of precious mineral freight, through some of the grandest scenery on earth to the lofty tops of the giant sentinel of the Rocky mountains. The history of Pike's Peak, since its discovery in 1806 by the sturdy pioneer whose name it bears, is not without a striking illustration of the progress of the age. The discoverer of the peak declared the ascent of it impossible and not a few others who attempted to scale its steep sides gave it up in despair. A time a trail by a circuitous route was discovered by which it was possible to reach the summit. Over this trail many of the old pioneers so often the discoverers of it to the summit on foot. Then the sturdy little mountain climbers, the Durangs, were pressed into service and the bronchos were in carrying the loads of human beings, that each year became greater, to the trail. Then a mountain carriage road was constructed at a cost of many thousands of dollars and easy wagons took from the tedious, fatiguing journey many of its terrors. Last of all a rail road to the summit is acted and those who wish to make the ascent in the future may do so while enjoying all the comforts of a modern rail way road. Just as long as their destination was on the level part of Mother Earth instead of 14,147 feet above sea level.

The great scars on the rugged sides of the peak and the range surrounding it testify to the fact that the idea of a rail way to the summit is not a new one. Others have conceived the idea and attempted to put it into effect, but have failed, and it remained for the company which is at present constructing the road to carry out the idea. To Major John L. M. of Manitou, the president of the Manitou and Pike's Peak railway, is largely due the credit for the success of the project now being carried out. He succeeded in interesting the necessary capital in the enterprise, part of which has come from the officials of roads which will be interested directly and indirectly in the trade over the new road, and part of which has come from enterprising private citizens.

It is just about one year since the preliminary survey of the road was made, and so satisfactory was the result of it that preparations were at once begun for the construction of the road. The contract for the grading of the road was let to the well known firm of B. Lantry & Sons, and one thousand men and several hundred teams were at once put to work on it. The task, which was begun on the 20th day of September last, was a difficult and a tedious one. None but those familiar with the sides of the great peak can appreciate the difficulties of it. The precipitous mountain sides covered with giant trees which had to be uprooted, the massive boulders which had to be dislodged, the deep canons and gorges which had to be bridged or avoided, the great edges of solid rock which had to be cut through, presented difficulties which, though skilled and persevering directors, might have seemed insurmountable. But modern engineering skill conquered, and except the last half mile at the summit where the snow is so deep that work is impossible at present, the grading is completed and ready for the ties and rails.

The route of the new road was selected after the most careful examination of all routes which were considered at all feasible, not only with a view to making construction the least difficult, and the road safe and secure when completed but also with a view to the scenery of the line and those who are familiar with mountain trails declare it to be the best, in this particular. Those who have become familiar with Manitou's surroundings by visits in other years will find one old and mark gone when they return in the future. The entrance to the old government trail, former use of which was exclusively by the employees of Uncle Sam going to and from the station on the reservation at the summit, and latterly traveled over by thousands of tourists on foot and on horseback, was barred by a chain and fasten strong from two posts. A gateman watched this entrance and the open session was a silver coin. The chain and padlock are gone now and the gateman is out of his job. The railway to the summit of the peak has its terminus there and tourists who begin the ascent at that point hereafter will pay the toll at the ticket window of a railway station. After leaving the old gateway the route runs up the side of Ruxton creek, into the heart of the mountains, part of the way over the old trail, making a half circle. As the road rounds the point at the end

of this first mile a glimpse of Manitou beneath is to be had. The great holes are reduced to tiny toy holes in size by the neglect. Beyond the town rise the great red and gray rocks of the gateway to the Garden of the Gods and far out beyond them stretch the plains until lost in construction with the pine come above. After rounding the point the route leads through a continuous and ever changing panorama of natural scenery which is perhaps the grandest on earth reached by a railway line. The grade of the road along this portion is about one foot in ten, which is the minimum grade of the route. Furthermore the grade reaches one foot in four miles in the maximum and general grade. When the railway house is reached the road leaves the old trail to the left. This house, by the way, is untrue to its name, being only one-tenth of the distance to the summit. By this it is seven and one-half miles to the top and by rail but six. An easy grade is had, or a mile and one-half beyond the house, and the road begins a turn in the direction of the peak, owing a tangent, for one mile, then turning to the south begins to ascend rapidly on a 25 per cent grade, crosses to the west side of the huge mountain, Wm. W. point and takes a bearing for the summit. The Pike's Peak line makes the

brakes will be such as to almost prevent the possibility of accident. The lower terminus of the road is at the upper end of Manitou and those coming to the base of the peak to make the ascent will have the comforts of the great holes here and in Colorado Springs. In addition to this the Manitou Springs company is about to erect an immense hotel at a cost of a quarter of a million dollars a point near the railway station will be especially fitted in view of accommodating the passenger traffic going and coming over the new road. The upper terminus of the mountain line will be a point near the government signal station, now abandoned.

A stone station will be erected on the eastern edge of the peak on the crest of the great divide to be seen from the eastern base of the peak. From this will be one road nearly straight down a distance of 1500 feet and then the road begins to slope out toward the plains. Here more than 800 feet above timber line the spectator gets a view of grand and magnificent scenery never to be forgotten. On this point will be erected a large hotel to accommodate a portion of the tourists. From the lower terminus of the road a rapid transit line will carry the passenger down into Manitou, resting in the mountain valley below, and from there

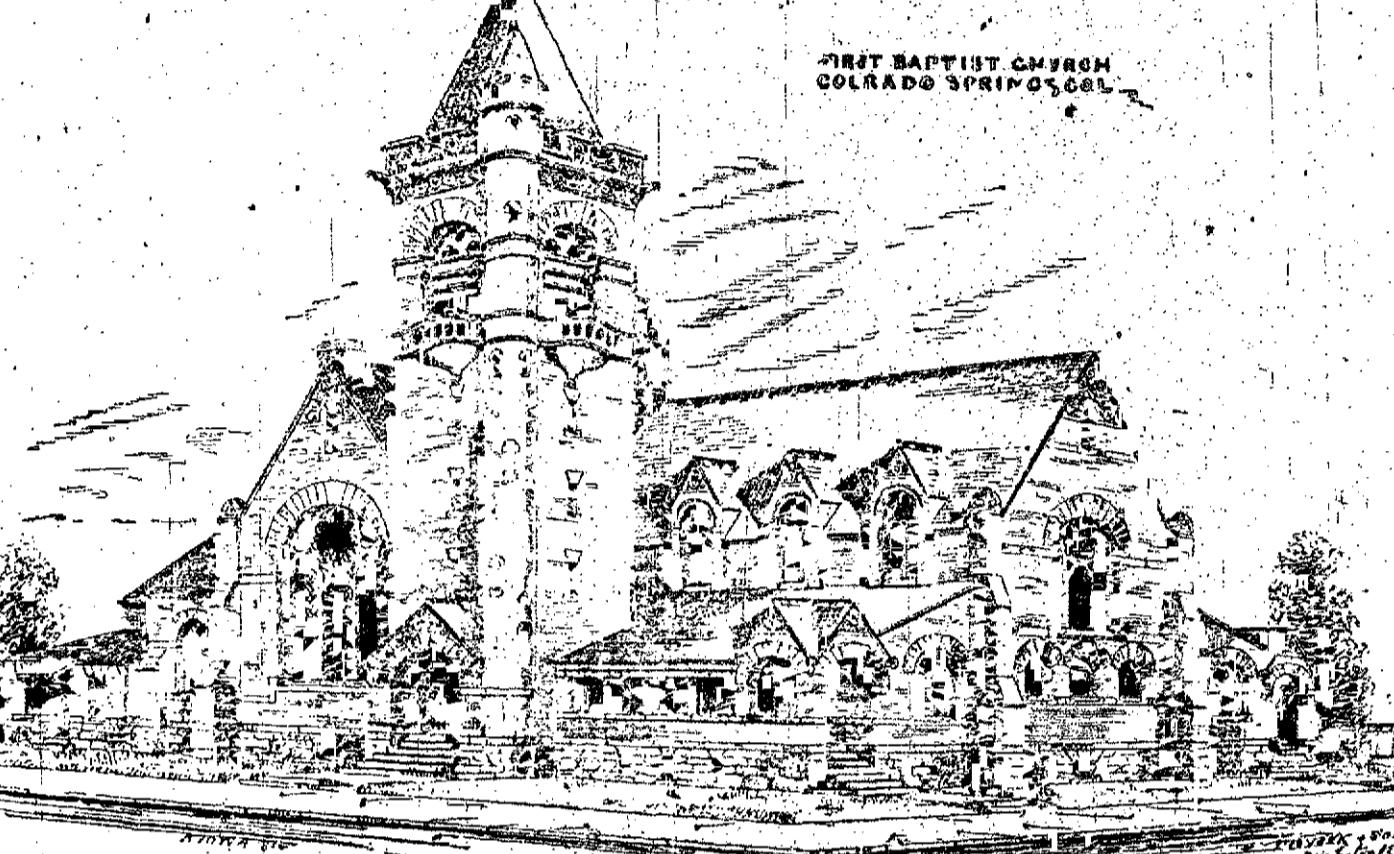
which brings into the market as a valuable property and to the fact that it is now possible to get water from it.

By the terms of the agreement the International Geographical Union is to have constructed within three years a home building costs \$20,000, or for the use and the Union has more than that sum of money that can be applied to that purpose, and can also set part of the same to secure money to build with. This has not been thought advisable, however, and throughout the country an effort is being made to raise the money necessary for the building of the home in the principal cities of the United States and Canada. Entertainments have been given and money subscribed until the fund is assuming considerable proportions. It is necessary that the forthcoming session of the International Geographical Union, to be held in Atlanta, Ga., take some action looking to the construction of the home.

THE NEW BAPTIST CHURCH.

We publish today a part of the new Baptist church edifice now erecting on the corner of Weber and Iowa streets. A single glance shows

that the building is to be an ornament to the city and very convenient for church purposes. The architects are L. B. Vaux

FIRST BAPTIST CHURCH
COLORADO SPRINGS

that the building is to be an ornament to the city and very convenient for church purposes. The architects are L. B. Vaux

and Son of Brooklyn, N. Y. Pease and Barber will superintend the building. The contractor is W. C. Brown. The walls are to be of best Kansas City pressed brick, with sand stone trimmings from San Vito quarry. The dimensions are 110 by 70. The Weber street entrance is by doors, while the main entrance is by a tower, which will make a very picturesque and churchly effect. The tower is on the Iowa street side and will be about 16 feet to the top. The main audience room, on the west end, will seat nearly 600. The Sunday school rooms will be finished in similar style and accommodate nearly 600. The primary classroom is on the south side, over the class rooms. The basement can be finished, whenever desired, into a large dining room and kitchen, so complete are the plans and appointments of this part of the church. The pastor informs us that every form of work commonly done by the Y. M. C. A. organizations, is practicable in the house and will be prosecuted so far as the work of the church, the needs of the young men in the church, the wants of the community, etc. The exterior is Romanesque, the interior Gothic in style. The main entrance will be in oak. The building will probably be heated by steam and ventilated by a combination of the steam and exhaust systems so successfully operated in many eastern buildings. The ceiling will be grained arches in iron, the seats curvilinear or bow foot. The parlor, pastor's room, library, rooms, etc., will be arranged in the most convenient manner. The windows will be of pattern glass, and walls and ceiling artistically painted. The structure will cost completely furnished \$15,000.

PRINTER'S HOME.

Colorado Springs is to have the nation's home of incigent printers. It was decided at the annual meeting of the International Geographical Union to be held in Denver as follows: It will be remembered that some years ago Mr. Geo. W. Gibbs and Mr. A. J. Dixie of Palace Park gave the national printer's association \$10,000 to be used as they see fit. Since that time the matter of establishing a home for old, sick and indigent printers has been very greatly discussed, but never decided upon. Last year, at that time, by a very fortunate combination of circumstances, the Colorado Springs Board of Trade was able to offer a valuable tract of land as a site for the home and the offer was accepted. Near the city is a tract of land consisting of 30 acres and last year owned by the same as school land. Previous to the meeting of the International Geographical Union it was proposed that the same legislative body give the tract for the building of the home. Legal technicalities prevented this, however, but the land was accepted to be sold to Mr. F. D. Martin, Mr. E. J. Baron and Mr. A. A. McGovern, who came forward and offered to buy the land and give it for the home. This was done. When the International Geographical Union met, representatives from the Board of Trade, representing these gentlemen, made the offer which was accepted, the members of the union having previously visited the city and selected the site. The tract of land was promptly accepted by the Board of Trade, the same being offered at \$5,000, or \$500 per acre. A stock company was formed, capital to be \$5,000, or \$500 per acre. Name of the company: The Dixie Co. and Co. Developing Company of Yeaumont, Colorado. Subscriptions for stock were opened and two hundred shares were immediately taken. A committee of five were appointed consisting of Capt. Smith, David McElroy, A. J. Woodward, W. D. Keen and E. S. Cooley. The stock is now \$500 an acre and a future valuation of \$500 an acre. A very conservative estimate gives a value today of at least \$500 an acre, and in the year of 1882, when the recent increase in the value of the buildings of the stock road to \$500 an acre, and the value of the land, and with the convenience of the site, and with the facilities of the city, and with the

COLORADO COLLEGE.

An Institution which is Rapidly Going to the Front.

The building of a great institution for higher education is an exceedingly difficult undertaking. It necessitates great personal devotion, generous gifts of wealth and the constant thought of wise people. There must be patience and persistence in overcoming obstacles, and the ability to divine the needs of the future, while one commands the resources of the present.

The friends of Colorado college believe that it is already entering upon a larger sphere of usefulness than its founders foresaw for it. To say that it has passed through a period when its very existence seemed threatened, is but to note that it has repeated the history of many important educational institutions.

One of the trustees of Colorado college remembers, when Yale had only one more building than this young college now has, and Amherst, Dartmouth and Princeton colleges have all passed through periods in their history that were just as trying as any Colorado has known:

Cloudy yet in its comparative infancy, it has entered upon a new era that rejoices every citizen who is loyal to our purposes. The architects are L. B. Vaux

and Son of Brooklyn, N. Y. Pease and Barber will superintend the building. The contractor is W. C. Brown. The walls are to be of best Kansas City pressed brick, with sand stone trimmings from San Vito quarry. The dimensions are 110 by 70. The Weber street entrance is by doors, while the main entrance is by a tower, which will make a very picturesque and churchly effect. The tower is on the Iowa street side and will be about 16 feet to the top. The main audience room, on the west end, will seat nearly 600. The Sunday school rooms will be finished in similar style and accommodate nearly 600. The primary classroom is on the south side, over the class rooms. The basement can be finished, whenever desired, into a large dining room and kitchen, so complete are the plans and appointments of this part of the church. The exterior is Romanesque, the interior Gothic in style. The main entrance will be in oak. The building will probably be heated by steam and ventilated by a combination of the steam and exhaust systems so successfully operated in many eastern buildings. The ceiling will be grained arches in iron, the seats curvilinear or bow foot. The parlor, pastor's room, library, rooms, etc., will be arranged in the most convenient manner. The windows will be of pattern glass, and walls and ceiling artistically painted. The structure will cost completely furnished \$15,000.

A movement is now on foot which is perhaps of more importance than any that has been inaugurated. In order that a definite and strong policy may be developed it is necessary that a sum of money, large enough to save the administration from any temporary embarrassment, should be raised and be permanently invested in its income, only, being used for current expenses.

At least \$200,000 ought to be obtained immediately for this purpose. Professor Marden believes that as soon as S. C. C. is raised in Colorado, eastern friends will give the same amount. Though no general canvass has been made there has been no urgent solicitation for funds, so much has been given by a few that it is firmly believed Colorado will show her faith in this college by liberal endowment.

General William J. Palmer headed the subscription paper with \$25,000 a few weeks ago and Mr. C. L. Eagerman and Mr. W. S. Jackson have also given \$25,000 each. Mr. W. S. Jackson has pledged \$10,000, and other gifts have carried the amount up to \$25,000 each.

Mr. E. B. Chamberlain has given, during the past year, land at Glen Park valued at \$8,000.

The college ought to have within the next five years half a million to enable it to carry on the great work that is within its reach, and it is believed that there are those who will gladly give their generous gifts upon such as they are assured of the stability such endorsement insures. There is promise of an increase in the number of students next year, and important announcements will be made in the new college Bulletin soon to be issued. The college exists to help in the development of the New West and to do its part towards saving the religious, moral and intellectual life of this part of our country. It will become more and more a center of scientific, historic and literary research and production. As the years go by there will go forth from it a class whose who are to have important influence in shaping the thought and fashioning the ideas of our people. Years of growth are before it and glorious work must be done in its behalf, but the day is surely coming when in a city possessing unusual attractions, the college will be its center of gravity and honor.

There is a mere local institution; there would be little reason for its existence, but to live and prosper because it belongs to our state or our city alone, but to this great Rocky mountain region. Generous and intelligent people are giving of their wealth to it, because they live in the future. It cannot reach its growth in a year, or five years, but one who believes in the future of our Commonwealth and has studied the growths of the many colleges and universities of the east, and bears in mind the policy that is being strengthened in our state, not only in its institutions of learning, but in its nature, might easily conclude that it is a safe investment. The college will be named in the memory of some of our young men who will increase its buildings from four to forty-two, and double its number of students many times over.

Every effort to narrow or restrict the influence or opportunity of the college should be most strongly resisted, and the warmest and most generous support given to it in word and deed.

Mr. W. A. Conant said that he would not vote on the amendment as he was here to help in the proceedings of a republican convention.

Charles Griffin and Reuben Berry spoke in opposition, and Mr. R. R. Conant and Captain De Coursey in favor of the motion. Mr. W. A. Conant moved that the resolution be on the table, but the motion was defeated by a vote of 15 to 13. Mr. Reuben Berry moved to amend the resolution so that the organization be continued as far as the ward nominations were concerned.

Mr. W. A. Conant said that he would not vote on the amendment as he was here to help in the proceedings of a republican convention. Mr. R. R. Taylor moved to lay a resolution on the table which was rejected out of order.

The amendment was then adopted by a vote of 18 to 6. The resolution as amended was then passed and carried by a vote of 22 to 5.

Mr. Noble moved that the convention proceed to the election of a chairman of the city central committee. After a number of gentlemen had been nominated and seconded, Mr. G. E. Studds was unanimously elected. The convention then adjourned.

